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| SUBJECT PHILIPPINE ISLANDS, CAGAYAN: Port Information | | | | |
| BRIEF (FOR REPORTS OF MORE THAN ONE PAGE, ENTER CAREFUL SUMMARY) | | | | |

This report supplies information on approaches, hydrographic conditions and cargo handling facilities in the port. Copra is the principal commodity loaded here.

Encl: (1) Ozaprint of sketch showing soundings at Cagayan

1. General. Cagayan, at 8° 30'N, 124° 39.8'E, is a Customs Port of Entry. It is the capital of the province and is situated on the Cagayan River about 2 miles inland. A concrete wharf which is the landing place for the town is on the western shore at the head of Macajalar Bay, just south of the Cagayan Light.

2. Approach. Entrance to Macajalar Bay is clear and free from hazards. The white steel frame light tower can be plainly seen from seaward and on passing Macabalan Point, the wharf and surrounding buildings can be plainly seen. The red nun buoy marking the eastern edge of shoal water northward from Macabalan Point is missing. A fixed red light visible 11 miles is shown from steel frame light house on Macabalan Point. Entry to port, and docking, may be made at night and when doing so, pilots arrange to have red lights exhibited on concrete dock, one at each extreme corner. After passing about 3/4 to one mile NE'y of Red Light in Macabalan Point, vessel can be brought around slowly to a heading of about 230° which will clear the shoal off the point and line vessel up at good angle for starboard landing at dock.

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3. Pilotage. Pilotage is compulsory for docking and undocking. Pilot usually boards about 3/4 to one mile eastward of Macabalan Point. He uses a small power driven "banca" and exhibits alternately a red and white light at night. Three pilots are available, and Captain Firmacion is most reliable and experienced. Captain Judith is next in competence, but the third pilot, while familiar with the harbor, is completely lost when docking or handling a large ship. Usually with this pilot, it is best, when nearing the dock, for the Master to take over by tactful and discreet suggestions as to engine and helm orders.

4. Wharf. The concrete wharf is 498 feet long with ample fender piles, mooring bitts, and mooring cleats. As of May 1954 the depth at this dock had been increased over the 21 feet controlling depth previously reported. Two wrecks, previously located here, have been removed and no longer constitute a hazard. The wharf is fairly well protected but open to the northeast.

5. Loading. Copra is loaded in burlap nets, in bulk, not in sacks, so that stowage behind wooden bulkheads, and around hatch squares in tween decks, is impractical. Only three stevedore gangs are available at one time and usually only work until 0200, but can be prevailed on to work straight through if vessel is not loading over 600 to 700 tons. Copra is taken from 6 different "bodegas," but only one conveyor is available for moving copra from bodega to trucks. About one hour is lost each time this conveyor is being moved from one bodega to another. Average rate of loading is about 10 tons per gang hour. Proctor and Gamble are principal copra shippers.

6. Miscellaneous. No fresh water is obtainable, but a limited amount of fresh stores may be procured. Wood dunnage can be purchased from local saw mills at .30 centavos per foot. Dunnage mats are obtained from Cebu. The Municipal Hospital at Cagayan offers fair hospital facilities, and the post and telegraph office is also located at Cagayan.

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